

233 South Wacker Drive Suite 800 Chicago, Illinois 60606

312 454 0400 www.cmap.illinois.gov

## **MEMORANDUM**

To: Transportation Committee

From: Dolores Dowdle

Deputy Executive Director, Finance and Administration

Date: April 20, 2012 - Revised

**Re:** FY 2013 Unified Work Program

The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On April 11, the UWP Committee approved a proposed FY 2013 Unified Work Program, totaling \$18,761,805. This includes \$14,847,734 in FHWA and FTA regional planning funds and \$3,914,071 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

In addition, the UWP Committee approved additional projects for the FY 2012 Unified Work Program, totaling \$3,123,750. This includes \$2,499,000 in FHWA regional planning funds and \$624,750 in local match funds. After the FY 2012 UWP was approved last year, notification was received from IDOT that the final FY 2012 Federal budget included additional funds. Due to the timing of this information and since the FY 12 program was already awarded, these additional funds were included in the process for the FY 2013 UWP. The UWP Committee discussed and recommended a funding program that includes this additional funding as part of the FY 13 process. However, for contracting purposes and the transparency of the UWP process, this \$3,123,750 will need to be amended to the FY 12 program. For administrative ease and since CMAP will be assuming the contract process for the other agencies, this funding amount will be moved to CMAP's FY 12 UWP contract. Therefore, \$1,363,750 of CMAP core MPO activities that are for consultant services and the competitive submittal to fund grants for local governments through CMAP's Local Planning Assistance for \$1,760,000 will be amended into our FY 12 contracts.

To clarify, these funding amounts are not included in the FY 13 program, reflected in the remainder of this document and will need to be amended to the FY 12 program.

ACTION REQUESTED: Recommend amending the FY 12 program and approval of FY 2013 Unified Work Program to the MPO Policy Committee and Regional Coordinating Committee

## UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2013 (FY 13) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$18,761,805 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2013 UWP programs \$14,847,734 in FHWA/FTA funds and \$3,914,071 in state or local sources to provide for the necessary matching funds.

The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 13 UWP is a one year program covering the State of Illinois fiscal year from July 1, 2012 through June 30, 2013. The UWP Committee developed the FY13 program based on the UWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 13 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UWP. FY 13 UWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Cook County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

## **Funding by Agency**

Figure 1 shows the share of FY 13 UWP funds programmed to each agency.

Pace, 1% \_\_RTA, 2% \_\_County, 2%

CoM, 9%

Ctt, 10%

Ctty of Chicago, 5%

CMAP, 68%

Figure 1: FY 12 UWP- Share of Funds by Agency

CMAP is receiving 68% of the new FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, Pace, and RTA are receiving 10%, 2%, 1%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA was awarded \$1.485 million to advance planning work on the Red Line, the Red and Purple Line and the Forest Park Blue Line. Pace received funding for the Corridor Development Implementation. The RTA received funding for planning of the I-90 Corridor Bus Enhancements Project.

The City of Chicago is receiving 5% of the funds for transportation planning and programming and development of the Chicago Bus Rapid Transit Master Plan.

The Regional Councils of Mayors are receiving 9% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Cook County is receiving 2% of the funds, for their County Long Range Transportation Planning program.

Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	917,936	9,243,224	2,540,290	12,701,450
CMAP Total		917,936	9,243,224	2,540,290	12,701,450
СТА	Program Development Red Line Extension -	300,000		75,000	375,000
СТА	Environment Impact Statement Red and Purple Modernization -	414,000		103,500	517,500
СТА	Environmental Impact Statement Forest Park Blue Line Reconstruction and	414,000		103,500	517,500
CTA	Modernization Planning	360,000		90,000	450,000
CTA Total		1,488,000	-	372,000	1,860,000
City of Chicago	Transportation and Programming	560,000		140,000	700,000
City of Chicago	Chicago Bus Rapid Transit Master Plan	208,000		52,000	260,000
City of Ch	icago Total	768,000	-	192,000	960,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,348,174	539,181	1,887,355
·	Council of Mayors Total		1,348,174	539,181	1,887,355
County of Cook	Transportation Plan	280,000	, ,	70,000	350,000
Counties 7	Totals	280,000	-	70,000	350,000
Metra	Program Development	320,000		80,000	400,000
Metra Totals		320,000	-	80,000	400,000
Pace	Rideshare Services Program Corridor Development	60,000		15,000	75,000
Pace	Implementation	120000		30,000	150,000
Pace Totals		180,000	-	45,000	225,000
RTA	I-90 Corridor Bus Enhancements Planning RTA Capital Decision	240,000		60,000	300,000
RTA	Prioritization Tool	62,400		15,600	78,000
RTA Totals		302,400	-	75,600	378,000
FY 13 UWP Total		4,256,336	10,591,398	3,914,071	18,761,805

## **Brief Synopses of FY 2013 Recommended UWP Projects**

MPO Activities	
<b>Purpose:</b> CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO acitivites such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.	\$12,701,450
Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$12,701,450
Program Development	
<b>Purpose:</b> The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.	\$375,000
Red Line Extension – Environment Impact	
<b>Purpose:</b> The CTA is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscally-constrained project. The CTA has completed an Alternatives Analysis and a Locally Preferred Alternative was identified through the process and designated by the Chicago Transit Board in August 2009. The current step in the process is preparation of a Environmental Impact Statement (EIS).	\$517,500
Red and Purple Line Modernization – Environmental Impact Statement	
<b>Purpose:</b> The CTA is proposing to make improvements to the North Red and Purple lines. The proposal would bring the existing transit stations, track systems and structures into a state of good repair and ADA compliant from north of Belmont station to the Linden terminal. This project is one part of CTA's effort to extend and enhance the entire Red Line and is an identified GOTO 2040 fiscially-constrained project. This project would complement the ongoing planning and environmental studies and processes.	\$517,500
Forest Park Blue Line Reconstruction and Modernization Planning	
<b>Purpose:</b> The purpose of this project is for the preliminary concept planning and engineering for the reconstruction and modernization of the Forest Park branch of CTA's Blue Line, complementing IDOT planning for I-290 reconstruction.	\$450,000
CTA	Agency Total: \$1,860,000
Transportation and Programming	
<b>Purpose:</b> The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential	\$700,000

transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	
Chicago Bus Rapid Transit Master Plan Purpose: The purpose of this project is to identify and prioritize future opportunities for Bus Rapid Transit Improvements in Chicago	\$260,000
City of Chicago	Agency Total: \$960,000
<b>Subregional Transportation Planning, Programming and Management Purpose:</b> The purpose is to provide for strategic participation by local officials in the region's transportation process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	\$1,887,355
Council of Mayors	Agency Total: \$1,887,355
<b>Transportation Plan Purpose:</b> The purpose is to <b>p</b> rovide for the ongoing development and maintenance of the Cook County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	\$350,000
Cook County	Agency Total: \$350,000
Program Development Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	\$400,000
Metra	Agency Total: \$400,000
Rideshare Services Program  Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, therby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants.	\$75,000
Corridor Development Implementation  Purpose: This project involves corridor development to improve the efficiency of transit operations and establish long term coordination between transit and land use in support of Go To 2040. The project creates integration of several Pace programs including The Arterial Bus	\$150,000

Rapid Transit (ART), regional corridors, Transit Signal Priority (TSP), Posted stops and transit oriented development. The project will allow for incremental development of 24 regional arterials and ART corridor network through implementation of TSP and posted stops.	
Pace	Agency Total: \$225,000
I-90 Corridor Bus Enhancements Planning	
<b>Purpose:</b> The purpose of the project planning is for mid-term and long-term bus enhancements to complement and leverage bus service improvements and managed lane facility planned as part of the I-op ISTHA reconstruction project. Supporting agencies are Pace and the Illinois State Toll Highway Authority.	\$300,000
Purpose: With some of the nation's oldest transit assets, the RTA transit system has significant reinvestment needs, including an estimated \$24.6 billion over the next ten years to attain a state of good repair (SGR), which is more than three times higher than the projected funding during the same period. In order to improve the decision-making processes and prioritize investments given constrained funding, the RTA is developing the Capital Decision Prioritization Support Tool (the Decision Support Tool) to assist the Service Boards as they annually prepare their respective capital program needs to manage day-to-day operations and obtain a State of Good Repair. The Decision Support Tool will serve to assist the RTA in establishing a process for the evaluation of long range planning items, such as major system enhancement and expansions. The Decision Support Tool will be founded on FTA's existing TERM model and will utilize the Maintain, Enhance and Expand criteria, and scoring process developed by the RTA in coordination with Service Board staff.  This proposal is seeking funding for the prioritization process for Enhance and Expand investments. With the requested funding, the consultant will work with the RTA and the Service Boards to develop the rating criteria, scoring methods and data requirements for Enhance and Expand investments. The identified rating criteria will be implemented in the development of the final Decision Support Tool.	\$78,000
RTA	Agency Total: \$378,000